



ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1941-42

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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1942

Edmonton, July 17, 1942.

TO HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1942.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

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GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF PUBLIC WORKS
REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
For the Fiscal Year Ended March 31st, 1942

HON. W. A. FALLOW,
Minister of Public Works.

SIR:

I have the honour to submit herewith report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1942.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was \$3,885.94, being 1.91 miles over the previous year. The sum of \$320,190.61 was expended for construction and maintenance of District and Local roads.

All the grading and bituminous work was carried out by Departmental forces on a day labour basis.

There were some gravel crushing contracts awarded to different contractors working in the Province.

A number of pieces of equipment were rented to the contractors constructing airports for the Department of National Defense. These machines were rented to the contractors at the request of the Department of National Defense.

A similar programme to last year, in connection with construction was carried out by the Main Highways Construction Branch. Mechanically stabilized water proofed base course gravel was placed on two sections of highway. These sections were later bituminous surface treated. Calcium Chloride treatment for dust control was applied on a section of the Jasper Highway west of Edmonton. Preliminary Surveys of 66.6 miles were made by field parties after the conclusion of the construction season.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on Main Highways. All steel bridges were fabricated within the Province. Fifteen steel bridges and 252 timber bridges were constructed and 120 bridges were repaired, making a total of 387 bridges dealt with during the year.

The report of the Director of Surveys shows a slight decrease in the number of surveys carried forward to the ensuing year and an increase in plans submitted by Municipal Districts.

TOWN AND RURAL PLANNING ADVISORY BOARD

The Town Planning Act, 1929, is administered by the above Board, and the activities are covered by the report of the Director of Town Planning.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

A substantial construction programme was carried out, which included finishing and equipping the first floor of the new dormitory unit at the Provincial Mental Institute, Oliver. Also the construction of a Gasoline Testing Laboratory on the University of Alberta grounds.

Details of maintenance, alterations and additions, and construction of buildings are contained in the report of the Superintendent of Buildings.

During the year the Normal School at Edmonton was rented to the Department of National Defense for the use of the Air Force.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts, as well as operation of the Provincially owned Power Plants, are under the jurisdiction of the above Branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. An increase in mileage covered by Public Service vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

Reports on these institutions show an average daily population for the year of approximately 422 prisoners, compared with 482 the previous year. The average net cost per prisoner for the period is higher than last year.

Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(E.D. ROBERTSON, *Superintendent of Maintenance*)

Detailed information covering expenditure for the fiscal year 1941-42 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance and reconstruction of main highways. The total mileage of this class of highway is 3,885.94 miles. Expenditures as shown by the statement amounted to \$1,034,197.17.
2. A statement showing the distribution from both capital and income account of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$513,461.66 was made in this way.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 56 ferries in operation during the season at a total cost of \$100,554.43.

EXPENDITURE FOR MAINTENANCE OF MAIN HIGHWAYS

For the year ended March 31, 1942

Location	Miles	Amount
Walsh to Bassano	140 54	\$ 30,809 69
Medicine Hat to Grassy Lake	48 91	8,895 99
Carway to Nanton	106 04	16,197 40
Grassy Lake to Crowsnest	155.23	38,046 49
Lethbridge to Coutts	72 20	12,736 24
Lethbridge to Waterton	77 91	15,464.42
Pincher to Waterton	32 28	6,499 94
Monarch to Carmangay	26 68	4,730 58
Lethbridge to Iron Springs	24 49	5,292 95
S E Cor 16-28-21-4 to Alsask	147 72	17,624 46
Drumheller to Wayne	7 70	1,138 42
Compeer to Nevis	155 02	12,697 52
Hanna to Battle River	61 00	5,864 71
Bassano to Banff	155 48	43,336 15
Nanton to Didsbury	94 21	31,199 75
Okotoks to N E Cor 17-18-2-5	23 95	9,551 77
Calgary to Bowness Park	4 70	640 11
Inverlake to S E Cor 16-28-21-4	57 50	15,696 10
Beiseker to Twining	26 20	3,929 41
Midnapore to Black Diamond	30 85	6,998 42
Carmangay to High River	63 44	8,512 37
Vulcan Corner to Cheadle	43 60	5,404 31
Carbon West and South	16 65	1,428 29
Wetaskiwin to Edmonton	37 54	16,835 49
Hayter to Wetaskiwin	173 23	23,843 04
Butze to Edmonton	178 95	22,468 88
Lloydminster to Edmonton	163 82	29,974 52
Battle River to Viking	56 00	4,767 44
Cooking Lake Highway to Airport	1 30	50 60
Didsbury to Wetaskiwin	100 56	44,354 62
Red Deer to Nordegg	106 37	11,251 30
Nevis to Rimbey	66 56	10,712 52
Wetaskiwin to Pigeon Lake	28 22	5,028 74
Bentley to Sylvan Lake	11 10	1,039.73
Twining to Nevis	60 71	7,389.78
Olds to Sundre	24 18	2,033.73
Waskateneau to Cold Lake	110 00	14,990 37
Edmonton to Jasper Park Boundary	199 70	44,757 44
Carvel Corner to Whitecourt	96 00	8,283.06
Jasper Highway to Edmonton Beach	2 32	122.25
Jasper Highway to Kapasiwin Beach	2 45	40 28
Jasper Highway to Seba Beach	2 13	167 64
Fulston to McLeod River	9 31	247 20
Alberta Beach Road	6.45	523 03

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Amount
To Country Club	2 30	\$ 600 28
Edmonton to Faust	218 38	32,533 99
Edmonton to Chipman Corner	49 34	9,311 26
Clyde to Barrhead Corner	31 30	5,378 20
Edmonton to Bon Accord, etc.	65 86	3,821 64
Namoo to Gibbons	17 47	1,329 30
Dunvegan to Pouce Coupe	121 62	11,777 71
Triangle to Grande Prairie	107 44	21,777 22
Faust to Dunvegan	190 64	31,752 84
Grimshaw to Notikewin	72 39	11,840 06
General (including Salaries)		32,306 91

\$714,006 56

Add: Reconstruction Expenditures by Construction Branch
from Maintenance Funds (Appropriation 706BH)
(Mileage included above)

City of Medicine Hat	\$ 8,851 46
Medicine Hat to Suffield	311 05
Inverlake to Strathmore	12,585 45
Didsbury to Wetaskiwin	390 54
Mud Creek to Stock Pile	780 44
West of Peace River to Grimshaw	8,029 09
Grande Prairie to Wembley	1,707 14
Black Diamond to Little Chicago	9,166 91
Inverlake to Carbon Junction	328 83
Hanna to Richdale	14,482 15
Drumheller to Hill Top Westerly	21,035 30
Drumheller to Munson	1,904 99
Munson to Morrin Corner	2,201 29
Drumheller to Rosedale	1,611 75
Lacombe to Alix	849 90
Hardisty to Hughenden	7,102 72
Gwynne to Camrose	25,868 81
Daysland to Sedgewick	2,117 45
Wainwright to Alberta-Saskatchewan Boundary	20,117 60
Lloydminster to Vegreville	13 20
Edmonton to Jasper	5,938 73
Glenevis to Cherhill	5,038 54
Millarville to Black Diamond	8,971 15
Coronado	25,492 29
Grimshaw to Notikewin	5,693 42
Namoo-Gibbons	3,723 36
Taber-North	70 03
Welling-Raymond Craddock	6,500 00
Vermilion South	5,850 08
Waskateneau-Cold Lake-40 28A-Ashmont West	9,996 02
Cardston-Emigrant Gap	22,619 08
Freeman River Bridge-Bank Protection	733 90
Coal Branch	3,966 13
Taber to Lethbridge	11,187 58
Lloydminster to Vermilion	24,397 81
Kinnivie to Brooks	14,047 59
Brooks to Bassano	14,505 83
Pincher to Bellevue	13 88
Bellevue to Alberta British Columbia Boundary	13 90
Vegreville to Edmonton	11,975 22

3,885 94 \$320,190 61

Total Expenditure (Appropriation 706B)

\$1,034,197.17

EXPENDITURE ON MAINTENANCE AND CONSTRUCTION OF DISTRICT
HIGHWAYS AND LOCAL ROADS
For the Year ended March 31, 1942

ID or MD No	Income	Capital	Total
ID 1	\$ 105 35		\$ 105 35
ID 2	29 22		29 22
ID 3	11 45		11 45
ID 4	2,265 59		2,265 59
ID 5	1,510 84		1,510 84
ID 6	2,293 76		2,293 76
ID 7	354 81		354 81
ID 8	469 69	\$ 8,080.16	8,549.85
ID 9	1,035 74	1,200.00	2,235 74
ID 31	17 80		17 80
ID 32	118 09		118 09
MD 33		500 00	500 00
MD 34	15 25	3,000 00	3,015 25
ID 35	31 40		31 40
MD 36	2 74		2 74
MD 37	5 54		5 54
ID 38	56 63		56 63
MD 39	12 40		12 40
MD 40	16 28	1,000 00	1,016.28
ID 61	238 94	4,266 54	4,505.48
ID 62	429 24		429 24
ID 63	1,224 66		1,224.66
MD 64	34 25	1,600 00	1,634.25

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ID or M D. No	Income	Capital	. Total.
M D 65		\$ 500 00	\$ 500 00
I D. 66	\$ 1,538 56		1,538 56
I D. 67	3,924 84		3,924 84
I D. 68	3 08		3 08
M D 70	344 05	500 00	844 05
I D. 71	1,007 88		1,007 88
I D. 91	2,401 74	2,038 39	4,440 13
I D. 92	2,245 08		2,245 08
I D. 93	2,369 76		2,369 76
M D 94		500 00	500 00
I D. 97	1,806 95		1,806 95
I D. 99		902 10	902 10
I D. 100	2,515 80		2,515 80
I D. 121	1,221 30	948 86	2,170 16
I D. 122	77 28		77 28
I D. 123	2,761 55		2,761 55
I D. 125	1,962 54		1,962 54
I D. 130	2,332 55		2,332 55
I D. 131	5 00		5 00
I D. 160	33		.33
I D. 217	3,324 97		3,324 97
M D 220		1,000 00	1,000 00
I D. 222	1,222 28		1,222 28
I D. 223	33 81		33 81
M D 241		2,500 00	2,500 00
I D. 247	2,578 54		2,578 54
I D. 251	2,915 31	1,503 48	4,418 79
I D. 252	201 93		201 93
I D. 276	4,800 57		4,800 57
I D. 282	5,310 58		5,310 58
M D 306		500 00	500 00
M D 307		2,000 00	2,000 00
M D 308		400 00	400 00
M D 311		1,200 00	1,200 00
M D 312		1,000 00	1,000 00
I D. 334		2,000 00	2,000 00
M D 337		859 42	859 42
M D 338		600 00	600 00
M D 341		1,000 00	1,000 00
M D 343	4,233 89		4,233 89
I D. 344	765 49		765 49
M D 363		1,000 00	1,000 00
M D 364		1,000 00	1,000 00
I D. 365		2,000 00	2,000 00
I D. 367		2,500 00	2,500 00
M D 392		800 00	800 00
M D 395		1,000 00	1,000 00
I D. 396		1,000 00	1,000 00
M D 397		2,500 00	2,500 00
M D 398		1,500 00	1,500 00
M D 400		1,500 00	1,500 00
M D 401	131 71		131 71
I D. 403	542 32	1,982 50	2,114 21
M D 423		1,000 00	1,000 00
M D 425		800 00	800 00
I D. 426		2,225 00	2,225 00
M D 427		2,000 00	2,000 00
M D 431	115 80		115 80
I D. 432	102 32		102 32
M D 451		1,000 00	1,000 00
M D 452	6 95	2,000 00	2,006 95
M D 453		1,000 00	1,000 00
M D 457		1,200 00	1,200 00
M D 458	34 00	2,000 00	2,034 00
M D 459		1,000 00	1,000 00
I D. 460	2,713 87	2,636 19	5,350 06
I D. 461	4,908 36	2,076 24	6,984 60
I D. 462	673 08		673 08
I D. 466	1,050 01		1,050 01
M D 481	123 18		123 18
M D 483		2,000 00	2,000 00
M D 484		2,000 00	2,000 00
M D 485		1,000 00	1,000 00
M D 486		1,200 00	1,200 00
M D 487		1,200 00	1,200 00
M D 488		1,002 00	1,002 00
M D 489		2,000 00	2,000 00
M D 490		2,000 00	2,000 00
I D. 491	3,284 84		3,284 84
M D 511		1,000 00	1,000 00
M D 512		2,000 00	2,000 00
M D 513		2,000 00	2,000 00
M D 514		1,000 00	1,000 00
M D 518		500 00	500 00
M D 519	983 45	1,800 00	2,783 45
M D 520		2,250 00	2,250 00
M D 521		2,024 10	2,024 10
M D 522	5,217 24		5,217 24
I D. 523	16 20		16 20
I D. 525	5 72		5 72
I D. 527	139 60		139 60

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I D. or M D No	Income	Capital.	Total.
I D. 541	\$ 1,198 72		\$ 1,198 72
I D. 543	2 18		1,002.18
M D. 544	1,584 14	\$ 1,000 00	2,574 54
I D. 545		990 40	1,500 00
I D. 546		1,500 00	1,500.00
M D. 547		1,277 55	1,277 55
M D. 550		771 70	771 70
M D. 552		1,200 00	1,200 00
I D. 553	1,308.71		1,308 71
I D. 554	2,211.88		2,211.88
I D. 555	3,637 44		3,637 44
I D. 556	149 21		149 21
I D. 571	20.09		20 09
M D. 574		794 12	794 12
M D. 576		1,186 00	1,186 00
M D. 577		3,000 00	3,000 00
M D. 581		1,000 00	1,000 00
M D. 582		315 20	315 20
I D. 583	2,503 42		2,503 42
I D. 584	1,879 63		1,879.63
I D. 601	2,743 42		2,743 42
I D. 602	4,114 04		4 114 04
I D. 603	1,376 11		1,376 11
I D. 604	1,531 01		1,531 01
M D. 605		650 61	650 61
I D. 606	14 40		14 40
I D. 607	3,729 15		3,729 15
M D. 609		1,000 00	1,000 00
M D. 610		873 41	873 41
I D. 611	3,020 81		3,020 81
I D. 612	1,612 73		1,612 73
I D. 613	93 20		93 20
I D. 614	12 00		12 00
I D. 615	131 00		131 00
I D. 631	1,106 48		1,106 48
I D. 634	260 11		260 11
I D. 635	1,774 57		1,774 57
I D. 636	894 59		894 59
M D. 637		1,700 00	1,700.00
M D. 638		1,700 00	1,700.00
I D. 639	2,081 92		2,081.92
I D. 640	2,289 16		2,289.16
I D. 641	1,941 22		1,941 22
I D. 642	93 92		93.92
I D. 665	4,038 87		4,038 87
I D. 666	2,023 29		2,023 29
I D. 667	4,411 78		4,411 78
M D. 668		1,200 00	1,200 00
I D. 669	4,239 26		4 239 26
I D. 670	40 00		40 00
I D. 695	314 96		314 96
I D. 696	543 61		543 61
I D. 697	1,564 66		1,564 66
I D. 699	656 17		656 17
I D. 706	1,075 09		1,075 09
I D. 708	218 90		218 90
I D. 709	991 70		991 70
I D. 710	120 06		120 06
I D. 726	460 51		460 51
I D. 727	35 88		35 88
I D. 729	460 50		460 50
I D. 730	35 25		35 25
I D. 731	25 60		25 60
I D. 732	238 81		238 81
I D. 735	393 47		393 47
I D. 736	549 20		549 20
I D. 737	159 14		159 14
I D. 738	634 87		634 87
M D. 739		386 84	386 84
M D. 740	179 25		179 25
I D. 741	2,667 90		2,667 90
I D. 742	871 18		871.18
I D. 764	3,611 15		3,611 15
I D. 765	1,883 19		1,883 19
I D. 766	1,141 89		1,141 89
I D. 769	1,615 31		1,615 31
I D. 770	1,532 06	978 46	2,510 52
I D. 771	613 71	942 26	1,555 97
I D. 772	660 99		660 99
I D. 773	52 75		52 75
I D. 795	172 87		172 87
I D. 796	3,826 01	1,822 81	5,648 82
I D. 797	1,970 55		1,970 55
I D. 800	230 60		230 60
I D. 801	411 80		411 80
I D. 825	943 91		943.91
I D. 826	1,417 70		1,417 70
I D. 828	1,571 49		1,571 49
I D. 829	665 75		665 75
I D. 830	2,086 17	2,457 75	4,543 92
I D. 831	1,351 43		1,351.43

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I D or M D No	Income.	Capital.	Total.
I D 843	\$ 552 05		\$ 552.05
I D 855	1,052 89		1,052.89
I D 859	2,584 43	\$ 17 00	2,601 43
I D 861	273 91		273 91
I D. 886	1,386 47		1,386 47
I D. 887	1,335 70		1,335 70
I D 888	1,262 90		1,262 90
I D. 889	618 27	2,805.73	3,424 00
I D. 891	433.15		433.15
I D. 916	389.43		389 43
I D 917	915 27		915 27
I D. 919	15 75	61 20	76 95
I D 920	8 00	294.15	302 15
I D 921	3,003 19		3,003 19
I D. 946	943 59		943 59
I D. 977	226 89		226.89
I D. 978	145 52		145 52
I D. 1038	255 45		255 45
I D. 1094	233 94		233 94
I D 1124	32 80		32 80
I D 1125	324 50		324 50
Appropriation to Indian Reserves	3,199 48	904.45	4,103 93
Navy Parade Ground, Calgary	658 42		658.42
Sub-total	\$198,110 48	\$132,624 62	\$330,735 10
Special Appropriations:			
Medicine Hat-Kininvie	\$ 1,949 30		\$ 1,949 30
Alberta-Saskatchewan Boundary-Medicine Hat	41,184 13		41,184 13
Kininvie-Brooks	12,311 16		12,311 16
Taber-Lethbridge	1,384 65		1,384.65
Vegreville-Edmonton	18,468 36		18,468 36
Cardston-Emigrant Gap		\$ 24,500 27	24,500.27
Coal Branch		21,130 03	21,130 03
Vermilion South		25,954 97	25,954 97
Innisfail-West to Bridge		11,314 44	11,314 44
General	22,192 51	2,336 74	24,529 25
	\$295,600 59	\$217,861 07	\$513,461 66
SUMMARY			
Income Account Appropriation 707B	\$295,600 59		
Capital Account Appropriation 771B	217,861 07		
			\$513,461 66

DEPARTMENT OF PUBLIC WORKS

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES
For the Year ended March 31, 1942

Location	River	Operation Replacements and Maintenance Installation		Total
Desjarlais	North Saskatchewan	\$ 1,746 49		\$ 1,746 49
Holmes Crossing	Athabasca	1,859 64		1,859 64
Dorothy	Red Deer	2,322 61	\$ 705 35	3,027 96
Pakan	North Saskatchewan	2,376 01	3 50	2,379 51
Garrington	Red Deer	1,734 28	50	1,734 78
North of Lloydminster	North Saskatchewan	589 88		589 88
Athabasca	Athabasca	2,814 48	611 41	3,425 89
Letts Crossing	Pembina	886 54		886 54
Shandro	North Saskatchewan	2,654 96	86 40	2,741 36
Hopkins	North Saskatchewan	1,397 28	11 70	1,408 98
Huiton	Red Deer	1,130 32		1,130 32
Rocky Mountain House	North Saskatchewan	2,550 68	27 54	2,578 22
Lac Ste Anne	Narrows	902 00		902 00
Lea Park	North Saskatchewan	2,797 91		2,797 91
Eldorena	North Saskatchewan	1,773 09		1,773 09
Sangudo	Pembina	933 83	42 80	976 63
South of Holborn	North Saskatchewan	845 52	12 80	858 32
Dunvegan	Peace	3,516 44	218 52	3,734 96
Bow Island	South Saskatchewan	1,005 45		1,005 45
North of Myrnam	North Saskatchewan	1,916 59	89 50	2,006 09
Genesee	North Saskatchewan	1,013 62		1,013 62
Steveville	Red Deer	1,759 13	36 00	1,795 13
Goodwin Crossing	Smoky	2,779 75	754 39	3,534 14
Bredin Crossing	Bow	7 00		7 00
West of Munson	Red Deer	1,505 19	84 70	1,589 89
Berrymoor	North Saskatchewan	1,348 81		1,348 81
Finnegan	Red Deer	1,204 37	519 64	1,724 01
Lindberg	North Saskatchewan	1,014 44		1,014 44
Allendale Crossing	McLeod	877 62		877 62
Vinca Crossing	North Saskatchewan	1,141 59	157 80	1,299 39
McLeod Valley	McLeod	2,571 13		2,571 13
North of Jenner	Red Deer	1,081 89		1,081 89
Gregory Crossing	Red Deer	1,947 65	551 58	2,499 23
West of Morrin	Red Deer	2,033 91	82 92	2,116 83
Elk Point	North Saskatchewan	2,327 45	93 11	2,420 56
Smith	Athabasca	2,637 03	305 29	2,942 32
South of Grande Prairie	Wapita	972 52	74 41	1,046 93
Klondyke Crossing	Athabasca	957 02		957 02
Flatbush	Pembina	867 72		867 72
South of Wembley	Wapita	1,009 82	854 33	1,864 15
East Coulee	Red Deer	2,336 54	54 66	2,391 20
West of Fawcett	Pembina	972 33		972 33
South of Crowfoot	Bow	1,173 91		1,173 91
South of Fawcett	Pembina	958 31		958 31
Waskateneau	North Saskatchewan	2,360 05	44 99	2,405 04
North of Blairidge	Athabasca	1,126 26		1,126 26
Mahaska	McLeod	1,450 54	212 74	1,663 28
North of Atlee	Red Deer	850 50	73 77	924 27
Watano	Smoky	1,035 99		1,035 99
Forbesville	North Saskatchewan	1,239 85		1,239 85
South of Empress	South Saskatchewan	1,767 58		1,767 58
Rosevear	McLeod	1,358 28		1,358 28
Warspite	North Saskatchewan	1,147 06	67 30	1,214 36
Fort Vermilion	Peace	1,328 59		1,328 59
Heinsberg	North Saskatchewan	2,104 59		2,104 59
Rosedale	Red Deer	2,470 19	88 48	2,558 67
Beauvallon	North Saskatchewan	964 85		964 85
Bowslope	Bow	1,071 02	57 58	1,128 60
Whitecourt	Pembina	73 50		73 50
Ferries	General	4,029 12		4,029 12
Appropriation No 704—Income Account		\$ 94,630 72	\$ 5,923 71	\$100,554 43

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1, 1941-March 31, 1942

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the year, nine crews were employed on bridge work.

Some ferry construction and maintenance was undertaken, and several bridges were built in connection with new Main Highway construction.

All steel spans were fabricated within the Province, the following being a list of same:

CONSTRUCTION:

Size	Stream	Location
1- 80 foot span	Berry Creek	S. 35-22-12-4
1- 60 foot span	Paddle River	N E. 15-57- 7-5
1- 80 foot span	Ksituan River	S W. 14-70- 7-6

NEW SUB-STRUCTURES

1- 80 foot span	Ghostpine Creek	W 21-21-22-4
1-125 foot span	Milk River	N W. 20- 2-10-4
1- 60 foot span	Red Water River	W 21-59-24-4
1 125 foot span	Old Man River	S W 33- 7- 1-5
1-135 foot span	Prairie River	Sec 14-74-16-5
1- 60 foot span	Little Bow River	N 12-15-26-4
1-125 foot span	Beaver River	W 31-62-10-4
1- 60 foot span	Battle River	E 33-42-26-4
1- 50 foot span	Irrigation Ditch	W 2- 5-23-4
1- 60 foot span	Sullivan Creek	S E 19-18- 3-5
1-150 foot span	Freeman River	N E 13-62- 7-5
2-125 foot span	Clearwater River	W 18-36- 6-5

SUMMARY OF WORK ON BRIDGES, 1941-42

Steel Bridges as shown above	15
Timber Bridges constructed	252
Bridges maintained	120
	387

MAIN HIGHWAYS BRANCH

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

Mechanically stabilized waterproofed gravel base course was placed from a stationary plant on two sections of highway, 6.97 miles between Ponoka and Hobbema and 10.20 miles between Stony Plain and Carvel Corner, both sections being subsequently bituminous surface treated. Bituminous surfacing was placed from a travelling plant on two sections of highway, 16.56 miles between Macleod and Monarch and 29.59 miles from the Saskatchewan Boundary to East of Medicine Hat, the remaining 2.31 miles to the East Limits of Medicine Hat being placed by contract from a private stationary plant.

Calcium chloride treatment for dust control was applied on 10.59 miles of highway between Carvel Corner and Wabamun. Preliminary surveys of 66.6 miles were made by field parties after the conclusion of the construction season.

Following is a statement of the work performed during the year ending March 31, 1942:

GRADING MAIN HIGHWAYS			
Location	Miles	Type	Work Done by
Inverlake to Gleichen Corner	13 24	S E G.	Day Labour
Peace River to Grimshaw	9 33	G R	Day Labour
Grande Prairie to Wembley	5 20	G R.	Day Labour
Jct Highway No 1 to E of Beiseker	39 94	G R.	Day Labour
Drumheller to E of Beiseker	12 20	G R	Day Labour
Hanna to Richdale	15 84	G R	Day Labour
Jct Highway No 2 to Sylvan Lake	10 04	G R	Day Labour
Lacombe to Alix	25 48	G R	Day Labour
Hardisty to Hughenden	19 00	G R	Day Labour
Gwynne to Camrose	16 84	G R	Day Labour
Wainwright East	12 37	S E G	Day Labour
Vermilion to S of Islay	9 89	S E G	Day Labour
Vegreville to Innisfree	12,88	S E G	Day Labour
TOTAL	202 25		
S E G, Standard Earth Grade, 48 38 miles, G R, Grade Re-condition, 153 87 miles			
SECONDARY HIGHWAYS			
Location	Miles	Type	Work Done by
Black Diamond to Longview	11 08	G R	Day Labour
Gunn to Glenevis	3 93	S E G	Day Labour
Millarville to Black Diamond	9 85	G R	Day Labour
Coronado to Opal	9 22	S E G	Day Labour
Grimshaw to Notikewin	1 69	G R	Day Labour
TOTAL	35 77		
S E G, Standard Earth Grade, 13 15 miles, G R, Grade Re-condition, 22 62 miles			
MISCELLANEOUS			
Location.	Miles	Type	Work Done by
Cardston to U S Boundary	9 36	S E G	Day Labour
Vermilion to Wainwright	11 75	E G.	Day Labour
Innisfail to Red Deer River	3 78	E G	Day Labour
Vilna to Smoky Lake	6 51	S E G.	Day Labour
TOTAL	31 40		
S E G, Standard Earth Grade, 15 87 miles, E G, Earth Grade, 15 53 miles			
GRAVELLING FIRST COURSE GRAVELLING—MAIN HIGHWAYS			
Location	Miles		Work Done by
Strathmore to Gleichen Corner	13 24		Day Labour
Peace River to Grimshaw	10 00		Day Labour
Hanna to Richdale	15 84		Day Labour
Hardisty to Hughenden	19 00		Day Labour
Wainwright East	12 37		Day Labour
Vegreville to Innisfree	12 86		Day Labour
Vegreville Revision	1 64		Day Labour
TOTAL	84 95		

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SECONDARY HIGHWAYS			
Location	Miles	Work Done by	
Gunn to Glenevis	8 97	Day Labour	
Carbon West and South	16 46	Day Labour	
Bon Accord to Opal	14 47	Day Labour	
TOTAL	39 90		

MISCELLANEOUS			
Location	Miles	Work Done by	
Cardston to U S Boundary	9.08	Day Labour	
Vermilion to Wainwright	12.09	Day Labour	
Innisfail to Red Deer River	3 78	Day Labour	
St Paul to Ashmont	20 00	Day Labour	
Town of St Paul	0 75	Day Labour	
TOTAL	45 70		

REPLACEMENT GRAVEL—MAIN HIGHWAYS			
Location	Miles	Work Done by	
Inverlake to Strathmore	12 19	Day Labour	
Jct Highway No 1 to E of Beiseker	39 94	Willson Construction Co , Ltd	
Drumheller to E of Beiseker	12 20	Day Labour	
Jct Highway No 2 to Sylvan Lake	10 04	Poole Construction Co , Ltd	
Lacombe to Alix	25 48	Standard Gravelling and Surfacing Co , Ltd	
Gwynne to Camrose	16 84	Day Labour	
Wabamun Corner E	3 03	Day Labour	
Brooks to Duchess	11 00	Poole Construction Co , Ltd	
TOTAL	130 72		
Day Labour, 44 26 miles, Contract, 86 46 miles			

SECONDARY HIGHWAYS			
Location	Miles	Work Done by	
Black Diamond to Longview	11 08	Poole Construction Co., Ltd	
Millarville to Black Diamond	9 85	Poole Construction Co., Ltd.	
Namao to Bon Accord	0 91	Day Labour	
TOTAL	21 84		
Day Labour, 0 91 miles, Contract, 20 93 miles			

MISCELLANEOUS
Nil.

WATERPROOFED STABILIZED BASE COURSE GRAVEL—MAIN HIGHWAYS			
Location	Miles	Work Done by	
Ponoka to Hobbema	6 97	Gravel by Willson Const. Co., Ltd	
Stony Plan to Carvel Corner	10 20	Mixed and spread by D P W.	
		Gravel by Fitzgerald Const. Co., Ltd	
		Mixed and spread by D P W.	
TOTAL	17 17		

MISCELLANEOUS			
Location	Miles	Work Done by	
Town of Ponoka	0 35	Gravel by Willson Const. Co., Ltd.	
		Mixed and spread by D P W	

CALCIUM CHLORIDE TREATMENT			
Location	Miles	Work Done by	
Carvel Corner to Wabamun Corner	10 59	Day Labour	

SUMMARY OF GRAVELLING			
Type	Day Labour	Contract	Total
First Course Gravelling	170 55		170 55 miles
Replacement Gravelling	45 17	107 39	152 56 miles
Stabilized Base Course Gravelling	17 52		17 52 miles
Calcium Chloride Treatment	10 59		10 59 miles
TOTAL	243 83	107 39	351 22 miles

BITUMINOUS SURFACING—MAIN HIGHWAYS			
Location	Miles	Type	Work Done by
Ponoka to Hobbema	6 97	Bituminous Surfacing	Day Labour
Stony Plain to Carvel Corner	10 20	Bituminous Surfacing	Day Labour
Spruce Grove Overpass	0 88	Bituminous Surfacing	Day Labour
Sask. Boundary to Medicine Hat	31 90	Bituminous Surfacing	Day Labour & Contract
Macleod to Monarch	16 20	Bituminous Surfacing	Day Labour
TOTAL	66.15	Miles	
Day Labour, 63 84 miles; Contract, 2 31 miles.			

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Type	Work Done by
Ponoka to Hobbema	2 39	Seal Coat	Day Labour
Macleod to Monarch	16 20	Seal Coat	Day Labour
TOTAL	18 59		
MISCELLANEOUS			
Location	Miles	Type	Work Done by
Town of Ponoka	0 35	Bituminous Surfacing	Day Labour
Town of Macleod	0 36	Bituminous Surfacing	Day Labour
Town of Macleod	0 36	Seal Coat	Day Labour
Asphalt Used		883.755 Gals	
Aggregate Used		50.287 Cu Yards	
Area Treated		964.751 Sq Yards	
TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL SURFACING PROJECTS			
	Day Labour	By Contract	Total Cu Yds
Crushed Gravel to Railway Cars	20.751 0		20,751 0
Crushed Gravel to Trucks or Stockpile	95.618 5	275.950 0	371,568 5
Pit Runt and Screened Gravel to Trucks or Stockpile	110.986 5		110,986 5
Crushed Gravel from Stockpiles to Trucks	60.899 5		60,899 5
TOTAL CUBIC YARDS	288.255 5	275.950 0	564,205 5
PRELIMINARY SURVEYS			
Location	Miles	Remarks	
Brooks to Bassano	31 5	Relocation	
Lethbridge to Taber	29 7	Relocation	
Innisfree Revision	5 4	Relocation	
TOTAL	66 6		

DEPARTMENT OF PUBLIC WORKS

MAIN HIGHWAYS CONSTRUCTION
STATEMENT OF EXPENDITURE, YEAR ENDED MARCH 31, 1942

Project No.	Description	Total	Engineering	Grading	Culverts	Fencing	Compensation
1A1	Alberta-Saskatchewan Boundary to Medicine Hat	\$ 82,906 41			\$ 57 68		
1A2	Medicine Hat to Kininvie	5,130 00					
1A3	Kininvie to Brooks	187.18					
3A3	Taber to Lethbridge	1,201 22					
4A1	Lethbridge to East of New Dayton	111 50	\$ 111 50				
4A2	East of New Dayton to Coutts	196 50	196 50				
9A1	Inverlake to Junction Highway 26	62,007 39		\$ 17,596 74	487 84	\$ 23 38	
9A2	Junction Highway 26 to Munson	220 55		90 00			
11A1	Junction Highway 2 to Sylvan Lake	13,824 65		2,492 07			
15A1	Edmonton to Fort Saskatchewan	242 35					
16A1	Lloydminster to Vermilion	50,274 34		\$ 25,703 61	5,063 84	24 40	\$ 5,925.16
16A2	Vermilion to Innisfree	1,153 83		517.92			515.15
16A3	Innisfree to Vegreville	55,120 88		30,810 18	8,689 78	924 50	3,516 33
17A1	Carvel Corner to Sangudo	7,214.75		3,320 12	89 30		24.25
1B1	Brooks to Bassano	1,848.24					
1B3	East of Strathmore to Calgary	103,164 81		55,509 03	6,950 66		1,323 30
2B2	Stavelly to High River	134 00					134 00
2B3	High River to Calgary	2,364 84					55 00
3B1	Lethbridge to Macleod	89,816 45					
3B3	Pincher to Mile 54 29	15.00					15.00
9B2	Hanna to Youngstown	409 19		54 20			
13B1	Hughenden to Sedgewick	150 00					
13B2	Sedgewick to Daysland	64 17					
13B4	Camrose to Wetaskiwin	192.47		21 24			
16B1	Vegreville to Chipman Corner	1,291 52		67 45			964 55
16B2	Chipman Corner to Edmonton	373 48		39.68			
1C2	Radnor to Banff	3,514 54		1,338 65			277 05
2C1	Calgary to Carstairs	2 56					
2C2	Carstairs to Bowden	676.59					
2C3	Bowden to Red Deer	77 00	77 00				
12C1	Stettler to Lacombe	43,810.15		11,087 28		56 92	6.46
16C1	Edmonton to Mile 27 47	48,820 12			70 54		60 00
16C2	Mile 27 47 to Entwistle	28,887 58		50 37			201.80
2D2	Ponoka to Millet	36,828 93					
16D2	East Boundary Edson to Mile 178 55 (Wig Wags)	2,845 08					
2E1	Edmonton to Legal	1,949 82		148 32			1,801 50
2D3	Millet to Edmonton	699 69					
7A	Okotoks to Black Diamond South	80 00		80 00			
14A	Wainwright to Alberta-Saskatchewan Boundary	4,686 96		3,646 98	497 96		
22A	Midnapore to Black Diamond	97 74					
26A	Carbon West and South	4,780.66					
28A	Edmonton-Opal	20,677 82		15,885 86	2,852 40	2.12	1,427.36
37A	Namoo to Gibbons	90 32					
41-5-18	Vermilion-Wainwright	594 13		438 56			
41-7-2	Ashmont West	13,549 59		11,130 79	2,056 00	36.73	184 80
41-6-20	Innisfail West	263 68		263.68			
40.00E22	Town of Macleod	601 74					
40 00E23	City of Medicine Hat	1,283.40					
40 00E27	Town of Ponoka	1,768 88					
40 00E28	City of Red Deer	147 90					
40 00E42	City of Drumheller	145 42					
40 00E43	City of Wetaskiwin	213 30					
40 00E44	Town of High River	1,400 00					
40 00E47	City of Lethbridge	853 50					
40 00E71	City of Edmonton	4,138 50					
40 00E72	City of Calgary	2,607 60					
3077	Gravel Pits	10,408 56					
38010	Cardston-Emigrant Gap	911 39		758 06			
48995	Bickerdike-Coal Branch	249.11	249 11				
3083	General and Administration	26,137 99					
		\$743,415 97	\$ 634 11	\$181,050.79	\$ 26,816 00	\$ 1,068 05	\$ 16,431 71

SUMMARY

Appropriation 754A
Appropriation 754B

\$ 34,558 30
708,857 67
\$743,415 97

NOTE:

Reconstruction work in the sum of \$478,387.92 was also undertaken by the Branch. Payment for same was made from Appropriation 706BH, 707BH, 771BH, and is included in Statement for Main Highway Maintenance and District and Local Roads.

Moving Poles	Gravel Surfacing	Clay Surfacing	Sub-Grade Stabilizing	Miscel- laneous	Surface Treatment	Seal Coat	Retreatment	Plant Mix	Grants to Incorporated Areas
	\$ 25.00 5,084.49 172 00 1,166 50		\$ 15,138 22	\$ 45 51 15 18 34 72				\$ 67,685 51	
\$ 19.30	43,887 43 130 55 11,332 58 242 35 9,189 96 120 76 10,300 79 3,781 08 1,795 44 39,381 82	\$ 12 00 643 31	3,704 76 879.30	52 80					
	354 99 150 00 64.17 171 23 259 52 303 45 410 48 2 56 655 35	276 24	21.24	30 35		\$ 2,309.84 10,276 77		79,539 68	
	32,114 40 746 80	545 09 920 69	40,434 37 22,086 87 24,833 65	23 19	\$ 8,255.21 4,857 86 10,499 23	1,496 05	\$ 1,212 12		
	699 69			2,845.08					
15 11	241 35 97.74 4,780 66 494.07 90.32 155 57 111.41	300 67		.90					
	9 37		172 72 1,295 95	29 86	407 13	138 39		290 63 65 80	\$ 1,283.40
	10,408 56 153 33			26,137.99	1,400 00				147 90 136 05 213 30 853 50 4,135 50 2,607.60
\$ 34.41	\$179,085 77	\$ 2,698.00	\$108,567 08	\$ 29,215 58	\$ 25,419 43	\$ 14,221 05	\$ 1,212.12	\$147,581 62	\$ 9,380 25

NOTE.

Engineering Expenditure included in amounts shown under all Captions, except Projects 4A1, 4A2, 2C3 and File 48995, in which cases total expenditure shown is Engineering.

SURVEYS BRANCH
Report for the Fiscal Year ending March 31, 1942
(A. P. C. BELYEA, *Director of Surveys*)

During the year, four field parties were employed from the first week in May until the 10th of November on survey of main highways, new roads, road diversions and miscellaneous surveys.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1940 (after revising schedule)	285
Surveys asked for during 1941	125
Surveys made during 1941	184
Surveys carried over to 1942	226
Plans submitted and examined on behalf of Municipal Districts	112
Titles issued to roadways surveyed by Municipal Districts	111
Plans prepared and filed in Land Titles Office	159
Certificates of Titles received for roadways	164
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions	4
Certificates of Title to public buildings	9
Transfers issued covering lands no longer required	183
Number of plans of subdivisions approved	71
Plans submitted by Department of Water Resources	21
Plans of Power and Transmission Lines	24
Vouchers issued for compensation	378
Leases of road allowances in force	226
Leases of road allowances applied for	28

Location of highways, roads, road diversions, telephone rights-of-way and miscellaneous areas surveyed

MAIN HIGHWAYS

Cardston-Emigration Gap—Tps 1, 2 and 3, Rges 24 and 25, W 4th
Edmonton-St Albert—Settlement Lot 51
Onoway-Sangudo—Tps 55 and 56, Rges 4, 5 and 6, W 5th
Vegreville-Ranfurly—Tps 51 and 52, Rges 12, 13, 14, 15 and 16, W 4th
Vermilion-Ranfurly—Tp 50, Rge 7, W 4th
Vermilion-Blackfoot—Tp 50, Rges 3, 4, 5 and 6, W 4th
Vermilion-Wainwright—Tps 49 and 50, Rges 6 and 7, W 4th
Bon Accord-Coronado—Tps 56 and 57, Rge 23, W 4th
Innisfail-Red Deer—Tps 35 and 36, Rge 28, W 4th

ROAD SURVEYS

ID 4	Secs 24, 25 and 26, Tp. 3-11-4
ID 5	N ½ 10, Tp 1-15-4
" "	Secs 23, 24, 25 and 26, Tp 2-15-4
" "	Secs 19, 20, 28, 29, 30, Tp 2-14-4
" "	N.E 23-3-16-4
" "	Secs 13, 14 and 18, Tp 3, Rges 14 and 15, W 4th
" 6	N W 24-1-17-4
" "	N W 22-2-16-4
" "	N W 35-1-16-4
" "	N E 32-2-16-4
" "	Secs 3, 4, 5, 6 and 10, Tp 2-17-4.
" "	Secs 22 and 27, Tp 2-16-4
" "	Secs 9, 10, 15, 16, 17 and 18, Tp 2-16-4
" "	Secs 13, 14 and 15, Tp 2-17-4
" "	N E 36-2-17-4
" 7	Secs 4, 5, 9, 10, 15, Tp 2-21-4
" 8	N ½ 31-1-24-4
" "	N E 31-1-23-4
" "	S ½ 2-2-23-4
ID 8 & 9	N W 7, and 12, 13, 1-24 and 25-4
ID 8	S ½ 6-2-23-4
" "	S ½ 1-2-24-4
" "	Secs 33 and 34, Tp 1-23-4
" "	N ½ 35-7, Secs 1 and 2, Tps 1 and 2, Rge 24-4
" "	Secs 13, 14, 25 and 36, Tp 3-22-4
" 9	N W 19 and Secs 24 and 25, Tp 2, Rges 26 and 27-4.
" "	Secs 17, 18, 19, Tp 2-27-4
" "	Secs 33, 34 and 3, Tps 1 and 2, Rge 26-4.
" "	13-2-26-4
" "	N E 29-2-26-4
" 31	Secs 15 and 22, Tp 6-3-4
" 32	N W 8-6-5-4
" "	S E 6-6-5-4
" "	S E 16-6-5-4
" "	Secs 21, 22 and 30-5-6-4
" "	S W 30-5-6-4.

I D	32	N W	31-5-5-4
"	38	Secs	26 and 35-5-23-4
"	61	N E.	20-7-2-4
"	"	Secs	2, 11 and 36, Tps 9 and 8, Rge 3, W 4th
"	"	S E.	7-9-3-4.
"	"	N W	17-8-3-4.
"	62	N E	6-9-5-4
"	63	Secs	11 and 14-8-9-4
"	"	S W	9-7-8-4.
"	67	S W	26-8-20-4.
M D	70	W.	$\frac{1}{2}$ 19 and N E 24, Tp 7, Rges 2 and 3, W 5th
"	"	Secs	29, 31 and 32, S W. 6, Tps 7 and 8, Rge 2, W 5th.
		Two surveys Blood Indian Reserve	
I D	91	Sec	34-11-3-4
"	"	W	$\frac{1}{2}$ 18-12-3-4
"	"	S.W.	3 and N E 33, Tps 10 and 11, Rge 3, W 4th.
"	92	Secs.	4 and 9, Tp. 12-4-4
"	"	S E.	4-10-4-4
"	93	Secs	29 and 32-10-7-4
"	"	N.W	36-10-9-4
"	"	S W	25-12-7-4
"	"	N E	11 and N W 12-12-8-4.
"	122	N E	33-14-9-4.
"	"	Secs	32 and 5, Tps. 12 and 13, Rge 6, W 4th.
"	"	S E	30-21-5-4
"	123	W	$\frac{1}{2}$ 5-19-15-4.
"	"	Secs	2, 3, 4, 10 and 11-19-14-4
"	"	Secs	21, etc., Tps. 16 and 17, Rges 14 and 15, W. 4th
"	"	N E	7-16-15-4.
"	"	N W.	31-18-15-4
"	"	W	$\frac{1}{2}$ 17-21-15-4
"	"	N W.	9-17-12-4.
"	"	N E	35-14-13-4
"	"	S W	32-18-14-4
"	"	N	$\frac{1}{2}$ 24-17-13-4.
"	"	W	$\frac{1}{2}$ 5-18-13-4
M D	242	Secs	7, 8, 9, Tp 30-2-4.
"	331	W	$\frac{1}{2}$ 7-36-6-4.
"	"	S E.	17-36-9-4
"	"	N	$\frac{1}{2}$ 8-34-7-4.
"	"	S E	3-35-7-4
"	"	N E.	33-37-7-4
"	341	Secs	15, 22, 23, 26 and 27, Tp. 34-4-5
"	342	Sec	31-36-6-5
"	"	Secs	29 and 30-36-6-5.
"	343	Secs	34 and 35-37-8-5
"	"	Secs	31 and 32-37-7-5
"	"	Secs	19 and 30-37-7-5
"	"	Sec.	24-37-8-5
"	"	Secs	28 and 33-38-8-5.
"	"	Sec.	4-39-8-5
"	"	Secs.	34, 35 and 36-36-7-5.
"	"	Secs	29 and 32-37-6-5
"	"	Secs	14, 15, 16 and 17-36-7-5.
"	"	Secs	29 and 30-37-7-5
"	"	Secs	15, 16 and 22-38-7-5.
"	"	Sec	15-38-7-5.
"	458	S E	15-46-24-4.
"	482	Sec	32-50-6-4
I D	541	Secs	3, 4, 5, 8, 10-56-3-4
"	"	Sec	26-55-2-4
"	"	Sec	26-54-3-4
"	"	Secs	19 and 20-55-3-4
"	522	Secs	28, 29, 30, 31 and 33-50-7-5.
"	"	E	$\frac{1}{4}$ 32-48-7-5
"	"	Secs.	1, 6, 7, 31, Tp 52, Rges 7 and 8, W 5th
"	"	N W	10-52-7-5
"	"	N E.	12-52-7-5
"	524	Secs	18, 19, 30 and 31-52-15-5.
M D	550	Secs	17, 19 and 20-55-3-5.
I D	553	Sec	18-54-11-5.
"	"	N	$\frac{1}{4}$ 26-54-10-5
"	"	N E	5-54-11-5
"	"	N E	32-54-10-5
"	"	N	$\frac{1}{2}$ 23-55-12-5.
"	"	Sec	34-53-10-5
"	554	Secs	1 and 12-54-13-5
"	"	N W	7-54-13-5
"	555	W	$\frac{1}{2}$ 31-53-18-5
"	"	Secs	6, 7 and 18-54-18-5.
"	"	Secs	16 and 21-54-17-5
"	"	Secs	4 and 9-54-16-5
"	"	Secs	30 and 31-53-16-5.
"	"	S	$\frac{1}{2}$ 6-53-16-5
"	"	N E	12-53-16-5.
"	556	S	$\frac{1}{2}$ 6-53-19-5
"	"	N	$\frac{1}{2}$ 6-53-15-5.
"	557	Sec.	6-55-22-5.
"	582	Sec.	31-58-9-5
"	583	Secs	33, 34, 3 and 4, Tps. 56 and 57-13-5.
"	"	Sec.	36-58-10-5
"	"	S E	3-58-10-5

DEPARTMENT OF PUBLIC WORKS

I D.	583	E ½ 1-57-11-5
"	584	Secs 23 and 24-55-15-5
"	"	W ½ 35-55-15-5
"	"	E ½ 3-55-15-5
"	601	Sec 36-62-1-4
"	"	Secs 17, 20, 21-60-3-4
"	"	Sec 26-62-2-4
"	606	Secs 17, 20, 21 and 22-63-14-4.
"	"	Secs. 26, 27 and 35-63-14-4.
"	635	Sec 31-65-13-4.
"	636	Secs 1, 2 and 12-64-14-4
"	"	Secs 26, 27, 34 and 35-64-14-4
"	666	Sec 32-66-13-4.
MISCELLANEOUS		
M D.	37	W ½ 16-6-20-4, Parcel, Dept of Agriculture
I D	68	N W 1-9-22-4, Parcel for weigh scales
M D	310	N W 4-33-1-5, Implement yard
I D	343	S W 3-39-7-5, Extra right-of-way
M D	398	S E 6-41-23-4, Gravel Pit
"	"	N W 15-40-23-4, Gravel Pit
I D.	403	S E 21-39-7-5, Park site
M D.	458	Secs 7 and 8-46, Rges 23 and 24-4, Ditch right-of-way
"	"	S E 26-45-20-4, Gravel Pit
"	482	Secs 29, 31 and 32-50-6-4, Extra right-of-way
"	483	Sec 29-50-8-4, Gravel Pit
"	516	Secs. 11 and 12-53-18-4, Ditch.
"	"	Secs 6 and 7-53-17-4, Ditch.
"	572	Sec 36-61-4-4, Nuisance Ground
"	578	S E 3-57-23-4, Extra right-of-way.
I D	553	N E 5-54-11-5, School site
TELEPHONE RIGHT-OF-WAY		
M D	337	Scollard to Big Valley, Tps 34 and 35, Rges 20 and 21,
"	310	W. 4th
		Secs 2, 3, 4, Tp 33-1-5.

TOWN AND RURAL PLANNING ADVISORY BOARD

(A. P. C. BELYEA, *Director of Town Planning*)

The members of the Board are M. G. H. N. Monkman, Deputy Minister of Public Works; Mr. W. S. Gray, K.C., Attorney General's Department; Mr. A. P. C. Belyea, Director of Town Planning, with the Minister of Public Works as Chairman.

The Board held no formal meetings during the year, as no problems in connection with general policy arose to demand its attention.

In 1939 the Board decided that with a view to preventing the erection of signboards bearing commercial advertising on land adjoining Provincial main highways, no applications for licenses for this type of signboard would thereafter be granted. This policy has been successful in curtailing the number of these signboards, and at the present time very few commercial signs are in existence outside of the limits of incorporated cities or towns. The only signs now permitted by the Board are directional signs which may be considered to be more or less necessary for the guidance of the travelling public. During the period now reported on, six signboard licenses were renewed and three new licenses were issued, these being for directional signboards.

A new zoning by-law passed by the Council of the Town of Hanna received final approval. Other by-laws submitted by the Cities of Edmonton and Calgary, the Municipal District of Springbank and the Towns of Leduc and Camrose, amending existing zoning by-laws, were also approved.

Enquiries were received at the office of the Director of Town Planning from the Councils of the Towns of Innisfail and Stettler and the Villages of Entwistle and Chipman as to the steps to be taken in preparing and enacting zoning by-laws, and considerable assistance has been given to these local authorities in this connection. It is expected that zoning by-laws for these centres will be passed in the near future.

Twelve transfers of land were submitted to the office of the Director of Town Planning for approval under the provisions of Section 43 of The Town Planning Act. Nine of these transfers were approved and in the other three cases approval was refused, the owners being required to have their property surveyed and registered as subdivided land under the provisions of The Land Titles Act.

Satisfactory arrangements were made for the establishment of a townsite subdivision at Waterways. This townsite is now registered and is subject to the provisions of the Town Planning regulations.

The usual practice has been followed in the examination of plans of subdivision and the application of the Town Planning regulations thereto, 44 new subdivisions having thus been dealt with.

Authorization was given for the establishment of three new automobile tourist camps during the period.

BUILDINGS BRANCH

Report for the Fiscal Year ending March 31st, 1942

(W. D. STACEY, *Superintendent of Buildings*)

The general repair and maintenance of all Public Buildings and Institutions have been carried on by this Branch similar to previous years, to keep them up to standard. Several buildings were erected, and all work performed by day labour under the supervision of our foreman.

Following is a list of the various projects:

Provincial Mental Institute, Oliver.

Dormitory Unit No. 5.—This building was started in 1940, but only the outside frame and roof were completed that year. In 1941-42 the first floor was finished and equipped to take care of 70 patients. The top floor is used for the accommodation of the nurses, including recreation rooms, etc.

Six range houses were built for the Poultry Branch to take care of the increasing stock.

A root house was built to store vegetables at the farm.

Department of Land and Mines—Radio Station.

An addition was added to the present Government Radio Station building located in the City of Edmonton. A full basement with a new heating system was also installed. One of the floors is used to take care of radio equipment. Included in above addition was a water and sewer line, also plumbing and heating fixtures.

Provincial Building, Edmonton.

Alterations were made to the fourth floor of this building to accommodate the R.C.A.F. Recruiting Centre. Reimbursement of this expenditure was made by the Dominion Government.

Normal School, Edmonton.

This building was taken over by the Dominion Government to accommodate the No. 4 Initial Training School of the R.C.A.F. This necessitated our taking over the Garneau Public School to be used as a Normal Training School. Alterations were made to this school in order to house the Normal School. In addition, a gymnasium was built and equipped, the cost of which was reimbursed by the Dominion Government.

Gasoline Testing Laboratory, Edmonton.

This building was constructed on the University grounds for the Department of Trade and Industry to facilitate the testing of all gasoline and oil manufactured or shipped into Alberta.

University Hospital, Edmonton.

Another addition was added by the Dominion Government to take care of the increase of military personnel. It was necessary to build a new steam line from the Power House of the University of Alberta to take care of the new Military Hospital addition and increased demand for steam by the University Hospital.

Treasury Branch, Edmonton.

It was found necessary to extend the vault space in the Treasury Branch Building to the second floor. Changes were also made in the general office.

Highway Service Garage, Edmonton and Calgary.

To take care of foul gas from trucks, tractors, etc., additional ventilators were installed in these garages. It was also necessary to extend the heating system.

Alberta Poultry Producers' Marketing Board.

A building was purchased for the purpose of marketing poultry products for the benefit of the producers of the Province. Very little money was required to change the building over to the present requirements.

Brooks.

At the Demonstration Farm an addition was built to the garage for the storing of a truck.

Alterations and repairs were made to the houses on the farm.

Provincial Health Clinics.

New House Clinics were opened and equipped at Holden and Two Hills.

Weigh Scales, Highway Traffic Board.

A weigh scale and testing station was erected at Calgary.

Agricultural School, Olds.

A refrigerator meat room, also a colony house for hogs, were constructed.

Provincial Mental Hospital, Ponoka.

A large hog feeding house was constructed at this institution.

Provincial Auxiliary Hospital, Raymond.

A frame cow barn and also a frame chicken house was constructed at this institution to take care of the stock.

Liquor Store, Stettler.

Due to a fire which destroyed the premises rented in connection with the Alberta Liquor Control Board, it was found necessary to purchase property to be used as a liquor store.

Agricultural School, Vermilion.

The two houses owned by the Government which were located on land owned by the Town of Vermilion, were moved on to the Agricultural School grounds and made suitable as living quarters.

Miscellaneous.

A number of charts, plans, maps, etc., were prepared by our Architectural Branch for other Departments.

Carpenter Shop, Edmonton.

This branch of the work has been extremely busy supplying furnishings and equipment for the various institutions and buildings throughout the Province.

DEPARTMENT OF PUBLIC WORKS

BUILDINGS MAINTENANCE BRANCH—EXPENDITURE FOR 1941-42

CAPITAL EXPENDITURE

756	Furnishings and Equipment, Legislative and Departmental Buildings and Public Institutions, including S.W. 14	\$ 40,887 68	\$ 40,887 68
759	Sites and Construction, including S.W. 15. S.W. 22, S.W. 25, S.W. 30, O/C 261/42	228,397 09	228,397.09
S.W. 9	Moving from Normal School, Edmonton, to Garneau School	60,719.06	
S.W. 11	Purchase of Property	125,000 00	
S.W. 16	Purchase of Land and Construction Provincial Building, Edson	34,833 68	
S.W. 21	Repairs Institute of Technology, Calgary	630 00	
S.W. 23	Alterations to Vault, Treasury Branch, Edmonton	1,610 59	
S.W. 24	Plumbing, Water and Sewer, Radio Station, Edmonton	600 65	
S.W. 26	Replacing Steam Line, University of Alberta	18,851 00	
			<u>\$511,529.75</u>

INCOME EXPENDITURE

708	Administration	\$ 21,112 87	
709	Legislative and Departmental Buildings, including S.W. 23, S.W. 29, S.W. 31, O/C 320, O/C 360	431,276 01	
710	Public Institutions, including S.W. 29	87,714 39	
713	Government House, including O/C 682	4,978 26	
727	Provincial Marketing Board	1,975.66	
			<u>\$547,057 19</u>

MECHANICAL BRANCH

Report for the Fiscal Year ending March 31st, 1942

(VERNON PEARSON, *Superintendent*)

The Mechanical Branch has had a very busy year. The war has had the effect of greatly increasing all of the activities with which this Department is concerned. The loss of experienced members of the staff has added to our difficulties, but we have every reason to be satisfied with the year's work.

Power Plants and Institution Maintenance.

The demand for services at most institutions continues to increase. This is due in part to the addition of new buildings and in some cases to the increased use of electrical appliances.

The additional equipment installed at the Oliver Power Plant has proved very satisfactory, and has in every way met the conditions for which it was designed.

In August last, fire destroyed the Power House roof at the Central Alberta Sanatorium, and in spite of the fact that the plant received a thorough soaking, electrical power and other services were interrupted for only five hours. The Chief Engineer and his staff are to be complimented on the splendid manner in which they took care of a very bad situation.

THE STEAM BOILERS ACT

No serious accident has occurred to any boiler or pressure vessel during the year. There was, however, a fatal accident on September 22nd at the plant operated by the Canadian Sugar Factories at Raymond, when Donald McMullen was crushed beneath the bucket of a locomotive crane. The accident was caused by the presence of oil on the brake, which allowed the bucket to descend and crush the deceased against the side of a railroad car.

Inspector Henry reports that on October 24th he was called to investigate a near fatal accident when two doctors, a nurse and a young lady attendant were all overcome by gas fumes in an office adjacent to a cleaning and pressing plant at Macleod. This accident was caused by the escape of furnace gases from a small gas-fired boiler which was of very poor design, had not been approved by this Department, and had not been seen before the accident by any of our inspectors. The boiler was condemned for further use as a boiler.

Inspector Scott reports that the head and valves of a 40-ton ammonia compressor were fractured when a slug of ammonia was drawn into the compressor. This machine is located in an Edmonton packing plant.

An unusual number of buildings which were housing steam plants have been destroyed by fire. Before any of the boilers which had been subjected to the heat of the fire were again operated, they were inspected and tested by one of our inspectors.

The most serious fire of the year was one which occurred at Fort McMurray, when the power house and the separation plant owned by Abasand Oils Limited was totally destroyed, causing damage estimated at approximately \$200,000.00. This fire was caused by a sudden increase of the gas flow into the boiler furnace, and it is assumed that wet gas entered the fuel line leading to the boilers from the separator plant. As a result, flames shot out of the furnace door, enveloping the front of the boiler, thus preventing the fireman from shutting off the valve on the fuel line leading to the furnace. The fuel line was not equipped with a reducing valve. This experience emphasizes the necessity for the installation of a shut-off valve immediately outside the boiler room where similar conditions exist.

On November 5th, at 3:10 p.m., an explosion occurred in the boiler room of the Parkland Consolidated School. Fortunately no one was injured, but several windows were blown out. The cause of this explosion is reported as "leakage of gas from a cracked coupling in the pipe line leading underground from a ditch into the basement." The escaping gas evidently seeped along the outside of the pipe into the basement. The explosion actually occurred when the janitor, who suspected a gas leakage, opened the furnace door to investigate. The gas mixture was then drawn into the furnace by the draft created by the chimney and was ignited by the pilot light.

It has been pointed out on previous occasions that a potential danger exists when gas lines enter a building below the surface of the ground. It was pointed out to representatives of the Gas Company in Edmonton, when investigating the fatal gas explosion which occurred at the Ryley Creamery in August, 1940, that all gas lines entering a building should enter above the ground level,

or a substantial vent should be built leading from the point where the gas pipe enters the building below the ground. This vent should be extended to a point not less than three feet above the ground level, and designed so that it could not be filled with any material that might prevent the free escape of any gas should there be a leakage.

An unusual number of new plants have been built, and there has been an increase in the number of boilers and pressure vessels installed during the year. The largest plant is the Alberta Nitrogen Company plant at Turner Siding, near Calgary, which includes a very large quantity of piping and about fifty pressure vessels, whose operating pressures range from 15 lbs. to 5,700 lbs. p.s.i.

The largest boiler installed is a 2,200 horse-power Water Tube Integral Furnace Boiler carrying a pressure of 435 lbs. p.s.i. and 800 deg. F., located in the City of Edmonton Power Plant.

The largest refrigeration unit installed is a 140-ton motor driven Ammonia Compressor, located in the Burns & Company Packing Plant, North Edmonton. These new installations have required a considerable amount of attention from our staff.

The ammonia plants operated by the Alberta Nitrogen Company and the oil refineries operated by the Imperial Oil Company, British American Oil Company and the Gas and Oil Products Company, are being enlarged continually. The growth of these plants has brought a steady stream of designs covering refinery equipment to the Department for survey and registration.

Inspector Anderson went as far north as Fort Vermilion for the purpose of inspecting boilers and holding Engineers' examinations in the Peace River district. Inspector Jones visited Waterways and McMurray for the same purpose.

Three assistant inspectors were appointed in August; each is the holder of a 500 horse-power Second Class Engineer's Certificate. Their services enabled the Department to catch up on a large number of air tank and heating boiler inspections which were past due.

At the invitation of the Executive Committee of the National Board of Boiler and Pressure Vessel Inspectors, Mr. Bradshaw attend their thirteenth general meeting and two executive meetings held in New York on May 20th, 21st and 22nd. All expenses were paid by the National Board. On the return trip from New York to Edmonton, Mr. Bradshaw visited the Steam Boilers Branch in Toronto and manufacturing plants in St. Catharines, Brantford, and Toronto for the purpose of straightening out difficulties we were having at that time regarding interpretation of our Regulations and shop inspection of pressure vessels fabricated in Ontario. The trip was well worth the time spent in travelling to New York, because it permitted discussion of many of our technical problems with members of the A.S.M.E. Boiler Code Committee and specialists in some of the many phases of our work.

The following is a summary of work accomplished during the year, along with a comparative summary of work and revenue for the years 1940-41 and 1941-42:

Type of Boiler or Pressure Vessel Inspected	1940-41	1941-42
Horizontal Return Tubular	408	563
Horizontal Furnace	42	49
Water Tube	134	193
Locomotive Type	726	1,001
Vertical	246	203
Air Receivers	1,237	1,933
Heat Exchangers	137	181
Oil Stills	8	3
Steam Processors	41	79
Steel Heating	375	376
Cast Iron	396	684
Miscellaneous	256	406
Total number inspected	4,006	5,671
Condition of Pressure Vessels Inspected		
Good	2,528	3,436
Fair	1,334	2,057
Poor	104	136
Condemned	28	30
Scrapped	12	12
Total	4,006	5,671
Certificates Issued	3,290	4,582
Number of Inspection Visits	5,551	7,425
Number of Special Inspections under Sec 13 of The Boilers Act	63	79
Factory Act Inspections	594	886
Number and Class of Engineers' Certificates Issued		
First Class	2	1
Second Class 750 H P		2
Second Class, 500 H P	9	15
Third Class	64	68
Special Certificates	16	43
Traction Final	13	21
Fireman's Final	13	39
Provisional Certificates	380	457
Welders' Certificates	4	23
Temporary Certificates	41	65
Total	542	734
Number of designs surveyed	209	243
Revenue for Registration of designs	\$ 1,364 00	\$ 1,777 36
Engineers' Registrations	2,440 00	2,655 00
Engineers' Certificates	2,820 00	3,885 00
Pressure Vessel Registration	34,517 75	37,968 60
Special Inspection Fees	1,284 34	1,677 16
	\$42,426 09	\$47,963 12

There has been an increase in the number of special inspections. This increase is due in part to our acceptance of used equipment, the designs of which had not been previously registered. We shall no doubt be called upon to accept more of this used equipment because of the shortage of materials and the delay caused by war-time priorities. In the event such applications are made, each case will be decided on its merits, and acceptance will depend on the circumstances in which the application is made.

There has been a decided increase in the number of temporary certificates issued. This is caused by a shortage of engineers brought about by the enlistment of certificated men in the armed forces.

Parts III, IV and V of Regulations under The Boilers Act have been completed and are now ready for submission to the Lieutenant Governor in Council for approval.

THE FACTORIES ACT

The year under review has shown a marked increase in the general activities throughout the entire Province over that of the previous year, notable among them being the increased production of lumber, flour, clay products, packing plant products, gasoline and oils, and the number of oil drilling rigs and plants in operation.

Resulting from increased production, a considerable increase in the number of persons employed was found to exist not only in factories, but in wholesale and retail establishments as well.

The co-operation of employers' and employees' safety committees with the Factory Inspectors has been very satisfactory, resulting in the observance of safety precautions and the elimination of many hazards that might have otherwise continued to exist.

In the smaller factories and shops where safety committees do not exist, inspectors have with very few exceptions had excellent co-operation from employers and employees. Contractors and employers have continued to request special inspections in order that new construction and alterations be made in accordance with the provisions of the Act.

The interchange of inspection reports has continued with the Workmen's Compensation Board. A record of factory inspections and passenger and freight elevator inspections has been forwarded to the Board during the year. In addition, upon request of the Board, many accidents have been investigated and, where possible, recommendations have been made with the object of preventing a recurrence.

Health.

Following an amendment to The Factories Act during the session of 1941, regulations were made governing the processing, handling and labelling of compounds whose contents contain lead, benzol or mercury. Only one case of lead poisoning has come to the attention of this Branch during the year, this being three less than the previous year.

The ventilation of garages has received the constant attention of our inspectors, and particular attention has been given to several large plants where the dust nuisance exists, with a view to the installation of adequate dust collecting equipment.

In some establishments where there has been a large increase in the number of persons employed, it has been necessary to recommend that more toilet and washing facilities be provided and that greater attention be paid to general housekeeping.

Child Labour.

One child, 14½ years of age, was found to be employed; the employment consisted of two hours per day after school hours, and on Saturdays. A permit was issued allowing this employment to continue on condition that the child attend school regularly.

Inspections.

As the cities of Medicine Hat and Lethbridge have no resident inspectors, they received periodical visits from inspectors resident in Edmonton and Calgary; Lethbridge receiving six visits and Medicine Hat five. In addition, due to the commencement of manufacturing in some towns, villages and rural municipalities, it became necessary to extend the scope of the Factory Inspector's operations.

Table No. 1 sets forth the number and classification of inspections made during the year, together with the number of employees, male and female, under each, and the number of recommendations made in each classification.

Under the heading *Safety*, recommendations are made relative to the guarding of machinery, handrails on stairways, runways,

platforms, opening in floors, condition of ladders and scaffolding, and free access to fire escapes. Under the heading *Health*, recommendations are made relative to sanitation, ventilation, lighting and housekeeping.

TABLE No 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No of Inspections Made	No of Places Inspected	No of Male Employees	No of Female Employees	Total No. Persons Employed	No. of Recommendations Made	
						Safety	Health
Factories	2,884	2,876	18,720	3,234	21,954	1,685	76
Shops	2,615	2,613	8,768	5,477	14,245	149	26
Office Buildings	84	84	154	55	209	1	
	5,583	5,573	27,642	8,766	36,408	1,835	102

Passenger and Freight Elevators.

There were eight elevators installed as follows: Two passenger elevators, four power freight elevators, and two power dumbwaiters. A total of 646 elevator inspection certificates were issued.

During the year 740 elevator inspections were made, and of these, 49 were special or requested inspections. During the year, two elevators were condemned for future use as elevators, and 13 were found to have been dismantled or scrapped. Inspectors found that 46 elevators were not being operated at the time their inspection was made.

Table No. 2 contains information relative to the number of elevator inspections made, classification of such elevators inspected, and the number of recommendations made in each class.

TABLE No 2
SUMMARY OF ELEVATOR INSPECTIONS FOR YEAR ENDING MARCH 31, 1942

Class of Elevator Inspected	No. Insp	No. Rec.
Escalator	7	1
Passenger	189	245
Power Freights	345	516
Manually Operated Freights	50	79
Employee's Belt Lift or Humphries	20	19
Power Dumbwaiter	32	16
Not being Operated	46	10
Condemned	2	11
Dismantled or Scrapped	13	
Reinspection: Passenger	13	10
Freight	16	15
Manual	6	9
Humphrey	1	
Dumbwaiter		
Total	740	931

THE WELDING ACT

Examinations of welders have been held in various points throughout the Province during the fiscal year 1941-42, the following is a list of these points: Edmonton, Calgary, Lethbridge, Medicine Hat, Redcliff, Vulcan, Morinville, Clyde, Westlock, Tawatinaw, Colinton, Athabasca, Plamondon, Lac La Biche, Grand Centre, Ardmore, Fort Kent, Bonnyville, St. Paul, Therien, Glendon, Vilna, Smoky Lake.

A total of 361 candidates were examined. This involved a total of 437 practical tests and the same number of written examinations and papers to check. There was a large increase in Pressure Welders' examinations during the past year, which involved a total of 33 practical tests and recordings for the Steam Boilers Branch.

Out of the above total of welders examined under The Welding Act, there were 33 failures. These included 25 specials and eight journeymen.

A total of 26 applicants were refused examination due to insufficient experience, and were advised to discontinue engaging in the welding trade unless they could comply with the provisions as set out in the Welders' Regulations as apprentices.

The Department found it necessary to prosecute 15 persons for infractions of The Welding Act, in each case convictions being secured and fines imposed. The following is a summary of the convictions:

Twelve persons were charged under Section 9 of The Welding Act for operating welding equipment illegally, and three persons were charged under Section 10 of the Act for employing persons who were not holders of Certificates of Proficiency as welders.

There were a few cases where information was received that persons were operating welding equipment illegally. The Department had the R.C.M.P. investigate, and the former have undertaken an examination and obtained a Welder's Certificate, or have satisfied the Department that they have discontinued welding.

Eight accidents occurred to persons while operating welding equipment, only two of which were serious. One accident to Charles Esselink of Wainwright, Alberta, was caused when a driver of a car accidentally pulled over an acetylene generator when the hose of the apparatus became entangled around the bumper. The explosion did considerable damage to the premises and caused injuries to Mr. Esselink. However, recommendations have been made to the proprietor so that hazards of this nature may be eliminated. An acetylene generator in the machine shop of the Dominion Glass Company, Redcliff, exploded causing minor injuries to the welder. When investigation was made, all evidence had been removed, making it impossible to ascertain the cause of the accident. The generator in question had been returned to the manufacturer. This matter is still being held in abeyance, as the Department is waiting for a report from the manufacturer of their findings.

Since the new Welding Act came into operation the trend to employ only certified welders by the shop owners and employers has been very marked, and there is more harmony and co-operation, especially in shops where a number of welders were employed, more prevalent than in the past. While there still remains a considerable number of smaller districts in the Province to cover, they are very scattered and there are fewer welders per town than usual. Most of these points will be covered soon.

At the Alberta Nitrogen Plant at Calgary, there were at one time 27 welders employed by various contractors. It was found necessary to permit several of these welders to come in from points outside the Province due to the scarcity of properly qualified local welders. However, they co-operated with this Department wholeheartedly and complied with the Act in every respect by undertaking their examinations for Temporary Certificates of Proficiency as Welders. The job was completed without any friction among the welders, and in record time.

THE ELECTRICAL PROTECTION ACT

The past year has seen a continued increase in the activity of the electrical industry. The war effort has increased the demand for electrical services, and a large proportion of the skilled men in the trade are either in the army or engaged in operations directly pertaining to the war effort. Only a small number are left to carry on civilian needs, and skilled labour is at a premium. This means that work, other than for war purposes or essential industries, is delayed indefinitely.

During the year restrictions have been placed on the sale of various types of material required in electrical work. In December, manufacturers' stocks of conduit and rubber-covered wire were frozen in so far as civilian purchases were concerned. This material can now only be obtained on a priority order from the Dominion Government, and these orders are only issued for defence projects or essential industries. It appears that these restrictions will likely remain in effect for the duration of the war, and when the present supplies in the hands of dealers and contractors are exhausted, it is unlikely that any wiring, for purposes other than those connected with the war effort, will be possible.

The Commonwealth Air Training Plan has been responsible for much of the activity during the year, and this project has required large supplies of construction material of every type. Much of the work done by the power companies in extending their lines has been to supply new air schools.

From time to time inspections have been made at the various schools, as clearances are required from this Department before final payments are made to contractors. This has meant a considerable increase in inspection work.

The Alberta Nitrogen Plant commenced operations during the year, and this has resulted in a large increase in the consumption of electric power. Further additions are being made by this company, with the eventual capacity requiring 30,000 K.V.A.

During the year two fatal accidents and two other serious accidents were investigated, besides a number of minor accidents. One fatal accident occurred on a traffic bridge, and action has since been taken to have the clearance of all high tension wires on bridges throughout the Province conform with regulations. In the cities of Calgary and Edmonton this will mean considerable alterations, but the work is being proceeded with as rapidly as possible. One of the serious accidents was a result of inexperienced help, and investigations are still proceeding in regard to the others.

Inspections have been made throughout the Province in 78 different towns, extending from Lethbridge in the south to the Peace River country in the north. As a result of these inspections, requisitions were issued for alterations to the following establishments:

Grain Elevators	48
Public Buildings	13
Hotels	18
Commercial Buildings	51
Airports	23
Pow Plant and Distribution Lines	7
Domestic	7
Total	167

In addition to this, numerous inspections were made of various projects, such as the Alberta Nitrogen Plant, Airfields and Army

camps, to ensure that work was performed in accordance with the regulations.

Overhead Lines.

The following changes and additions were made by the Calgary Power Co. and the Canadian Utilities Ltd. during the year:

Calgary Power Company Ltd.

LINES:

- 110 K-v.—Added 73.9 miles of 110 K-v lines. This consists of 30.1 miles of new line and 43.8 miles of old 66 K-v line which was changed over to 110 K-v
- 66 K-v.—24.9 miles of 66 K-v line constructed, 6.0 miles dismantled, 43.0 miles changed to 110 K-v and 3.1 miles changed to 13.2 K-v
- 22 K-v.—Added 1.3 miles. This consisted of 1.8 miles of new line and .5 of old line which was dismantled
- 13.2 K-v.—Added 2.6 miles. 10.3 miles of new line, 3.1 miles of 66 K-v line converted to 13.2 K-v 10.8 miles dismantled

TAPS:

- 22 K-v.—Added 1.5 miles. This is made up of 2.0 miles of new line and .5 miles of dismantled line.
- 13.2 K-v.—Added 1.3 miles; 12.0 miles of new line were constructed and 10.7 miles of old line dismantled
- 2.3 K-v.—Decreased by 11.1 miles. This was made up of 10.6 miles of line which was dismantled and .5 miles of 2.3 K-v line which was changed to 13.2 K-v.

RURALS:

- 13.2 K-v.—Added .8 miles. 7 miles of new line was built, 5 miles changed over from 2.3 to 13.2 K-v, and 4 miles of line was dismantled
- 2.3 K-v.—1.6 miles constructed

In addition to the above they constructed for the Department of Transport during 1941 the taps and distribution systems for the following flying fields: Bowden E.F.T.S., Innisfail R-1, De Winton E.F.T.S., High River E.F.T.S., Claresholm S.F.T.S., Pearce E.F.T.S., Kirkcaldy S.F.T.S.

They also constructed for the Department of National Defence approximately four miles of 4,000 volt line between Suffield Experimental Station and the town of Suffield.

For the purpose of supplying the power requirements of the Alberta Nitrogen Company they recently installed a 30,000 K-v-a 110/66 K-v auto-transformer at the Nitrogen Plant substation.

The Cascade development is still under construction and will not be completed until this summer. This plant will be rated at 23,000 H.P.

Canadian Utilities Limited.

This company has not made any large extensions this year. They have had a very busy year and have had considerable maintenance to do to their transmission and distribution lines.

A 200 H.P. Atlas-Polar Diesel engine was installed in the power plant at Grande Prairie this summer to take care of the additional load of the Airport.

At Drumheller they installed a 2,000 K.W. Westinghouse turbine, which was formerly in the Edmonton plant. Their load has been increasing there, due to some extent, to increased activity of the mines.

The Electrical Protection Act.

Service was extended to the Hamlet of Royal Park from the 13,000 volt transmission line running from Vegreville to Mundare.

The following is a summary of the small extensions made in their different districts:

Grande Prairie District.—Three pole extension.

Vegreville District.—6,655 ft. of distribution line and 51 poles, as well as one rural customer.

Drumheller District.—8,205 ft. of distribution line and 37 poles, as well as two rural customers. The voltage on the line running from Rosedale to Wayne was changed from 13,000 to 2,300.

The only airport work they have done in the Province was at Grande Prairie. This work was divided up between the Airport, Transmitter Station and the Radio Range, and is as follows:

Airport—1,200 ft., 2,300 volt, single phase overhead line and 4,500 ft. of underground line.

Transmitter Station—2,300 ft., 2,300 volt, a single phase overhead line and 650 ft. of underground line.

Radio Range—Two miles of 2,300 volt, single phase overhead line.

HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman*; W. T. AITKEN, *Secretary*)

The construction of airports and the creation of military camps during the fiscal year resulted in many applications for bus operation being received to transport men and officers of His Majesty's Service. Public hearings were held by the Board for the purpose of considering these applications and a number of new franchises granted. An application was received from the Sunburst Motor Coaches for an extension of the route from Edmonton to Hardisty, east to Hughenden and for an extension of the Edmonton-Winfield route, west to Buck Lake. Both applications were granted.

An application was received from Geo. O. Brewster for the transfer of his license to operate between Calgary and Banff to the Western Canadian Greyhound Lines Ltd., and an application from the Western Canadian Greyhound Lines Ltd. for a transfer of their license to operate between Entwistle and Drayton Valley to Kenneth Hoople of Entwistle. Both of these applications were granted.

The following certificates issued during the year were in effect as at March 31st, 1942:

E A Anderson	Grande Prairie to B C Boundary
Blue Bird Taxi	Calgary to DeWinton Airport
Branch Lines Limited	Mountain Park to Coalspur
Bus Universal Supply	Edmonton to Beverley
Canadian Coachways	Edmonton to Lac La Biche
	Edmonton to Winfield
	Edmonton to Athabasca
Checker Taxi	Edmonton to Airport and Aircraft Repair Building
O B Crooker	Longview to Hartell
Glen S. Dahl	Vulcan to the Airport
Drumheller Bus & Taxi Company	Drumheller to East Coulee
	Drumheller to Wayne
	Drumheller to Nacmire
	Drumheller to Midland
R J German	Nanton to Kircaldy Airport
Glacier Park Transport Company	Carway to Waterton Park
J P Graf	Edmonton to Kent Mine
Highway Transports Limited	Edmonton to Two Hills
Kenneth Hoople	Entwistle to Drayton Valley
D T Johnson	Lethbridge to Coutts
R F. Latimer	Edmonton to Newbrook
	Edmonton to Flatbush
Lethbridge Northern Bus Lines	Lethbridge to Turin
R J Massey	Claresholm to the Airport
George McMorris	Calgary to Milo
Felix Mcnden Transportation Co	Calgary to Turner Valley
Northland Arrow Lines	Edmonton to Barrhead
	Barrhead to Fort Assiniboine
Oliver Employees Association	South Edmonton to Oliver
Guido Petrone	Hillcrest to Bellevue and Mohawk Mine
Red Bus Lines Ltd	Calgary to Alsask
	Calgary to Consort
	Carbon to Central Service Station.
	Stettler to Rimbey.
	Calgary to Banff
Rocky Mountain Tours & Transport	Medicine Hat to Suffield
A. Scarlett	Macleod to the Airport
G. H. Scougall	Red Deer to Rocky Mountain House
Sorensen Bus Lines Ltd	Bowden to Innisfail
	Red Deer to Penhold Airport
Sunburst Motor Coaches	Edmonton to Wainwright
	Edmonton to Hardisty
	Wetaskiwin to Winfield
	Edmonton to Vilna
United Mine Workers Ass'n, Lethbridge	Miners Library to Galt Mines
T. Van Wert	Redcliff to Medicine Hat
Welsh Bros.	Bellevue to Mohawk Mines.
Western Motor Coaches	Edmonton to Mayerthorpe.
	Gunn to Rich Valley.

Western Canadian Greyhound Lines

Calgary to Banff
 Calgary to Edmonton.
 Calgary to Macleod.
 Calgary to Lethbridge
 Calgary to Medicine Hat
 Macleod to Walsh.
 Macleod to Crowsnest.
 Pincher Creek to Waterton.
 Lethbridge to Cardston to Macleod
 Edmonton to Lloydminster.
 Edmonton to Jasper (East gate of Park).
 Vegreville to Cold Lake

The mileage covered by busses operating over surfaced highways during the year was 3,285,392 and over dirt roads 531,166, a total of 3,816,558, an increase of 465,716 over that of the previous year.

The number of passenger miles operated over surfaced roads was 85,724,238 and over dirt roads 8, 286,092, total of 94,010,330 passenger miles, an increase of 5,691,422. The total number of busses licensed was 206.

The total number of licenses issued for truck, bus and livery operation was 29,795, classified as follows:

Busses	206	C restricted area	2,307
Liveries	382	Farm	16,996
Drive Yourself	29	School Vans	284
Public Service	4,507	G Gov't Prov. and Fed	846
Commercial Vehicle	2,432	Miscellaneous	1,806

PROVINCIAL GAOL, FORT SASKATCHEWAN

(J. D. McLEAN, Warden)

The daily average population during the year 1941-42 was 265. The general health of the inmates of this institution has been excellent.

Farming operations this year are shown by the following summary:

Item	Acreage	Yield
Wheat	293	7,674 bushels
Oats	222	7,699 bushels
Barley	169	2,492 bushels
Hay	126	70 tons
Vegetables	49	Various

CASH STATEMENT—SUMMARY

Gaol operations (including administration)	\$ 78,350 30
Maintenance of buildings and operation of Power Plant	24,974 93
Gross Cost	\$103,325 23
Less revenue	14,608 58
Net Cost	\$ 88,716 65
Average daily population	265
Per capita cost per prisoner per day	
Gaol operations	\$ 81
Buildings and power plant cost	258
Gross per capita cost	\$1 068
Less revenue per capita	151
Net per capita cost	\$ 917

ANNUAL REPORT OF PRISONERS FOR YEAR ENDING MARCH 31st, 1942

MALE

Total number of Male Prisoners admitted		1,225
Total number of Male Prisoners discharged		1,289
Male Prisoners in Gaol as at March 31st, 1941	Comm 9	Sent. 247
Male Prisoners admitted year ending March 31st, 1942	293	932
Total	302	1,179
Male Prisoners discharged year ending March 31st 1942	296	993
Total Male Prisoners in Gaol as at March 31st, 1942	6	186
Daily average Male Prisoners for year ending March 31st, 1942		221 15
Daily average Male Prisoners kept at outside points by R C M P, descriptions not given		5 00
Total Male Prisoners for year ending March 31st, 1942		226 15

DISCHARGES

Time expired	899	Transferred to Hospital	7
Released for trial	267	Transferred to Prince Albert	8
Paroled	24	Transferred to Ponoka	3
Released, fine paid	15	Conviction quashed	4
Released by Attorney General	2	Died	1
Released on bail	6		
Transferred to Oliver Mental Hospital	6		1,289
Transferred to R C M P.	47		

SENTENCES

Under 30 days	119	9 months to 1 year	32
30 days to 2 months	355	1 year to 2 years	50
2 months to 3 months	61	Previously shown	28
3 months to 4 months	169	To be hanged	1
4 months to 5 months	25		
5 months to 6 months	47		932
6 months to 9 months	45		

REMISSIONS

Receiving full remission	897
Receiving no remission	392
	1,289

Total remission earned	10,694
Number participating	897
Average earned per prisoner	11.92

COUNTRY OF BIRTH

Canada	508	Denmark	6
United States of America	61	Czechoslovakia	4
England	30	Switzerland	2
Scotland	26	Finland	10
Ireland	35	Yugoslavia	1
Wales	4	Lithuania	2
Austria	49	Hungary	4
Poland	59	Galicia	2
Russia	19	Serbia	1
Germany	14	South America	1
Sweden	16	Jugo Slavia	1
Norway	31	Hong Kong	1
Roumania	6	Previously shown	28
Ukraine	8		
Italy	1		932
Holland	2		

AGES

Under 20 years	59	Over 70 years	5
20 years to 30 years	261	Previously shown	28
30 years to 40 years	185		
40 years to 50 years	186		932
50 years to 60 years	155		
60 years to 70 years	53		

CRIMES

Against Property	240
Against any other Act	420
Against Religion and Morals	104
Against the Person	68
Against Public Law and Order	72

PREVIOUSLY SHOWN

Previously shown as sentenced and out for various reasons and now returned to complete sentence or additional sentence	28
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932

FEMALE

Month	Admitted		Discharged	
	Comm	Sent	Comm	Sent
April, 1941	4	21	4	25
May, 1941	14	20	14	18
June, 1941	7	23	7	26
July, 1941	4	23	5	26
August, 1941	6	14	4	10
September, 1941	3	23	3	19
October, 1941	3	26	5	21
November, 1941	5	24	5	28
December, 1941	6	26	6	27
January, 1942	4	18	2	26
February, 1942	12	18	10	14
March, 1942	7	25	10	18
	75	261	75	258

FEMALE

Total number of Female Prisoners admitted	377
Total number of Female Prisoners discharged	333
	Comm Sent.
Female Prisoners in Gaol as at March 31st, 1941	1 40
Female Prisoners admitted year ending March 31st, 1942	75 261
Total	76 301
Female Prisoners discharged year ending March 31st, 1942	75 258
Total Female Prisoners in Gaol at March 31st, 1942	1 43
Daily average Female Prisoners ending March 31st, 1942	38 48

DISCHARGES

Time expired	203	Transferred to hospital	1
Released for trial	75	Transferred to Ponoka	2
Paroled	3	Released authority Immigration	1
Released, fine paid	5	Released at Witness	2
Released by Dr Orr	31		
Released on bail	1		333
Transferred to R C M P.	9		

REMISSIONS

Receiving full remission	203
Receiving no remission	130
	333

DEPARTMENT OF PUBLIC WORKS

Total remission earned			1,616
Number participating			203
Average earned per prisoner			7.96
SENTENCES			
Under 30 days	10	6 months to 9 months	4
30 days to 2 months	112	9 months to 1 year	2
2 months to 3 months	20	1 year to 2 years	1
3 months to 4 months	55	Indefinitely V D	29
4 months to 5 months	12	Previously shown	12
5 months to 6 months	4		
			261
COUNTRY OF BIRTH			
Canada	185	Germany	1
United States	35	Norway	1
England	15	Ukraine	1
Scotland	2	Czechoslovakia	1
Ireland	3	Previously shown	12
Austria	1		
Poland	3		261
Russia	1		
AGES			
Under 20 years			34
20 years to 30 years			118
30 years to 40 years			54
40 years to 50 years			30
50 years to 60 years			13
60 years to 70 years			12
Previously shown			
			261
CRIMES			
Against Property			31
Against any other Act			141
Against Religion and Morals			68
Against the Person			2
Against Public Law and Order			7
PREVIOUSLY SHOWN			
Previously shown as sentenced and out for various reasons and now returned to complete sentence or additional sentence			12
Total			261

PROVINCIAL GAOL, LETHBRIDGE

(H. HOLT, Warden)

The daily average population for the year ended March 31st, 1942, was 157.63 (including prisoners maintained outside the Gaol), a decrease of 26.73 under the previous year.

The general health of the inmates was excellent.

Necessary building operations and general improvements were made.

Farm operations show a poorer yield than the previous year. The most serious loss occurred in the sugar beet yield. This loss was due to the infestation of the webworm and unfavourable weather conditions.

FARM OPERATIONS			
Item	Acreage	Yield	
Wheat	330	6,145	bushels
Oats	94	2,723	bushels
Barley	40	1,162	bushels
Mangels	6	20	tons
Turnips, Field	7	25	tons
Potatoes	35	152½	tons
Other Vegetables	17	120¼	tons
Sugar Beets	16	69.7995	tons
Alfalfa Hay	167	353½	tons

CASH STATEMENT—SUMMARY

Gaol operation (including administration)	\$ 59,271.51
Maintenance of Buildings and operation of Power Plant	19,666.37
Gross Cost	\$ 78,937.88
Less Revenue	9,153.63
Net Cost	\$ 69,784.25
Average daily population	157.63
Per capita cost per prisoner per day:	
Gaol operation	\$1.03
Buildings and Power Plant costs	.34
Gross per capita cost	\$1.37
Less Revenue per capita	.16
Net per capita cost	1.21

ANNUAL REPORT OF PRISONERS FOR THE YEARS ENDING MARCH 31st, 1942

Month	Daily		Admitted		Discharged		
	Average	Sent.	Comm.	Rem.	Sent.	Comm.	Rem.
April, 1942	154.90	82	1	4	83		4
May, 1941	159.96	82	2	2	74	1	2
June, 1941	158.33	57		1	73	2	1
July, 1941	161.61	70	6	3	51		4
August, 1941	153.00	39		3	62	1	1
September, 1941	152.56	63		6	53	4	8
October, 1941	162.41	82	3	2	63	2	2
November, 1941	164.30	58		2	72	3	2
December, 1941	152.25	54	5	5	63		5
January, 1942	141.87	41	2	1	48	5	1
February, 1942	145.85	42	3	2	46	1	2
March, 1942	134.77	41	1	3	49	3	3
Monthly Average	153.48	711	23	34	737	22	35

Total number of prisoners admitted during year 1941-42 (11 previously accounted for and included in above) 768

Total number of prisoners discharged during 1941-42 794

	Sent	Comm.	Rem.
Number of prisoners in Gaol on April 1st, 1941	152	1	1
Number of prisoners admitted during 1941-42	711	23	34
Total	863	24	35

DEPARTMENT OF PUBLIC WORKS

	Sent	Comm	Rem
Number of prisoners discharged during 1941-42	737	22	35
Number of prisoners in Gaol March 31st, 1942	126	2	—
Total	863	24	35
Number of prisoners who have served previous sentences			498
Number of days remission earned during 1941-42			8,016
Number of prisoners participating			674
Average per prisoner			11 89
Number of prisoners on Appeal			5

SENTENCES

Under 30 days	98	Committed for trial	21
30 days to 2 months	362	Remanded	34
2 months to 3 months	75		55
3 months to 4 months	16	Sentenced to Prince Albert Peni-	14
4 months to 6 months	71	tentiary	—
6 months to 9 months	5		757
9 months to 1 year	41		11
1 year to 18 months	13	Previously accounted for	—
18 months to 2 years	4		768
Indefinite	3		—
	688		—

DISCHARGES

Completion of sentence	640	Conviction quashed	4
Discharged to Court	68	On bail pending appeal	4
Deported	6	Sentence reduced on appeal	5
To Ponoka Mental Hospital	10	To Interment Camp	3
To Prince Albert Penitentiary	7	To Galt Hospital	5
Ticket of Leave	10		—
By order of Governor General	8		794
Fine and costs paid	24		—

COUNTRY OF BIRTH

Canada	466	Iceland	1
Ireland	28	Italy	4
Scotland	44	Jugo-Slavia	4
England	33	Latvia	1
Wales	7	Norway	17
British West Africa	1	Poland	7
British West Indies	1	Roumania	7
Austria	10	Russia	11
Belgium	1	Sweden	9
Bohemia	1	Switzerland	2
Bulgaria	1	U S A	66
China	5	Ukraine	1
Czechoslovakia	3		—
Denmark	6		757
Finland	3	Previously accounted for	11
France	1		—
Germany	5		768
Holland	1		—
Hungary	10		—

AGES

Under 20 years	45	70 years and over	3
20 to 29 years	232		—
30 to 39 years	149		757
40 to 49 years	158	Previously accounted for	11
50 to 59 years	115		—
60 to 69 years	55		768

CRIMES

Offences against Public Order, Internal and External	2
Offences against Administration of Law and Justice	9
Offences against Religion and Morals	160
Offences against the Person and Reputation	66
Offences against the Rights of Property	230
Wilful and Forbidden Acts	12
Attempts, Conspiracies—Accessories	3
Offences under Dominion Acts	91
Offences under Provincial Acts	184
	757
Previously accounted for	11
	768

PREVIOUSLY ACCOUNTED FOR

Six sentenced men returned from Court, 3 sentenced men from Galt Hospital, and 2 committed men from Court	11
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